



NATALIE S. ROSENBERG  
Counsel

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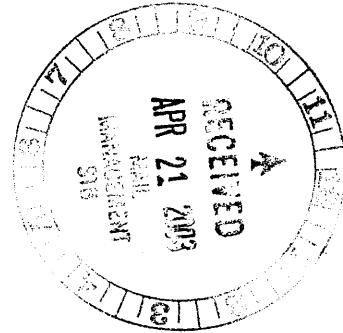
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April 11, 2003

VIA FACSIMILE 202-565-9000

Mr. David Navecky  
Office of Economics, Environmental Analysts,  
and Administration  
Surface Transportation Board  
1925 K Street, N.W., Suite 500  
Washington, D.C. 20423



Re: **CSX Transportation, Inc.**  
**Docket No. AB-55 (Sub No. 622X)**  
**Abandonment in Pike County, Ohio**

Dear Mr. Navecky:

Please see the enclosed letter to the Pike County Engineer's office in response to the letters submitted in the above captioned proceeding by that office on March 20 and 28, 2003. CSXT requests that the Board refrain from imposing any condition requiring mandatory removal of the bridges because the potential exists for an Ohio entity to continue using the line as an industrial track subsequent to CSXT's exercise of any abandonment authority granted. In the event, however, that no agreement for continued rail use is reached, CSXT has represented to the County that it will remove the trestles and the grade crossings in a voluntary manner in the ordinary course.

Thank you for bringing this matter to my attention.

Very truly yours,

*Natalie S. Rosenberg*  
Natalie S. Rosenberg

NSR/pkw

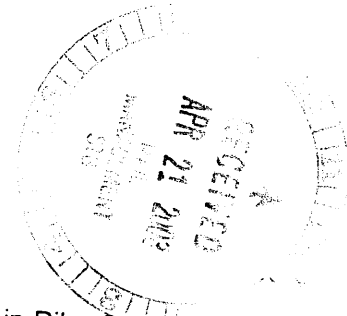
Enclosure



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Jacksonville, Florida 32202  
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April 4, 2003

Mr. Denny Salisbury  
County Engineer  
Pike County Engineer's Office  
502 South Pike Street  
Waverly, Ohio 45690



Re: CSX Transportation, Inc. - Abandonment in Pike County, Ohio  
Docket No. AB-55 (Sub No. 622X)

Dear Mr. Salisbury:

I have reviewed the letters submitted to the Surface Transportation Board on March 20<sup>th</sup> and 28<sup>th</sup>, 2003, by your office. As you know, this railroad line has been out of service for some time. As you may not know, however, there is some developmental potential for the line with the Southern Ohio Development Initiative (SODI). CSXT has been working with SODI and the Ohio Rail Development Commission (ORDC) on a possible post-abandonment sale of the line for industrial use. In the event that CSXT sells the line post-abandonment, the purchaser of the line will be required to perform any structural work necessary to the trestles to ensure a safe operation.

If an agreement is not reached with SODI or any other potential developer, then, absent any request for trail use, CSXT does plan on removing the bridge trestles along with any rail material upon receiving permission to abandon. In the normal course of removing the rail, we will patch over any road crossing to match the condition of the existing road.

Please feel free to contact me if you have any questions or comments.

Sincerely,

Heidi Bash  
Director - Asset Management

cc: Natalie Rosenberg, CSXT  
Lou Janazzo, ORDC